

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY

In the Matter of:

"FIRE ON BOARD M/V COLUMBIA"

Docket No.:
DCA00MM030

Recorded Interview ALAN COFFIN.

ASD Shipyard
Ketchikan, Alaska

June 15, 2000

BEFORE:

TOM ROTH ~~ROPER~~ ROTH-ROFFY
Interviewer

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P R O C E E D I N G S

(9:40 a.m.)

MR. ROTHROPEROTH-ROFFY: It's June 15, 2000.

We're here at the ASD Shipyard in Ketchikan, Alaska.

With me is Mr. Alan Coffin of ASD.

Alan, for the record, please state your name and your job title.

MR. COFFIN: My name is Alan Coffin. I'm a Project Manager, or I was a Project Manager for the last three months of the Columbia project, immediately supervising Al Turner, who was Ship Superintendent.

I was initially involved in the Taku project. The Taku sailed the 18th of February. Our contract was 18th of February.

I became involved with the Columbia approximately three weeks after that. And started picking up loose ends.

E X A M I N A T I O N

BY MR. ROTHROPEROTH-ROFFY:

Q And, Al, what is your job title here and what are your responsibilities here at ASD?

A My job title is Senior Project Manager. I oversee the ship superintendents. On large projects, I manage an individual project, such as the Columbia. And offer assistance to other managers and ship

1 superintendents.

2 I've got responsibility for billings and
3 change_orders, general oversight of each project.

4 Q Regarding the test and inspection program,
5 could you explain how those test memos are developed
6 and what part you played in that?

7 A The test memos are developed off a pattern
8 that's required by the Alaska Marine Highway System.
9 They have had a series of test memos submitted in the
10 group previously by a consulting firm in the Seattle
11 area.

12 Contractually, we are obligated to basically
13 duplicate that test memo, make them fit the correct
14 situation and the name of the vessel.

15 But, actually, in writing them, the
16 specification requires that our test memo has to be
17 higher than their test memo or very similar to their
18 test memo.

19 Q That's in terms of layout?

20 A For everything -- content, format, the whole
21 works. In these State contracts, the information is
22 not proprietary. Drawings, ~~—~~ fFor example, you can
23 have disclaimers on drawings that can be duplicated.

24 The same with the test memos. So, at times,
25 the test memo is patterned off to the other test memos,

1 which is what our obligation is. We need to present a
2 test memo very similar to what's been done before.

3 So we patterned these off with some that we
4 did for the Columbia, for example -- I mean off the
5 Taku, excuse me. And those were patterned off with
6 existing State Alaska Marine Highway System test memos
7 that currently exist, and were previously approved.

8 So, in essence, we're just regurgitating
9 existing test memos.

10 Q So could you say definitely that you didn't
11 actually write any new test memos for the Columbia
12 work? That everything that was submitted as a test
13 memo has -- is very similar or exact to other test
14 memos that are --

15 A I'd say very similar. In this case, the
16 frontal test memos that were submitted were for rescue
17 davits which were previously in existence. It means a
18 rescue davit which was previously in existence.

19 Meggering tests which were previously in
20 existence. And there's one more. Let's see.
21 Evacuation equipment, evacuation chutes on the vessel.

22 Q So you say these test memos were previously
23 in existence. Were they used on the Taku?

24 A Yes, on the Taku, Matenuska.

25 Q Same installation?

1 A The... yes. For example, the davit is an
2 identical davit that the other vessels have within the
3 ferry system. The means of rescue device davit is the
4 same, exact davit that's on other vessels in the ferry
5 system use.

6 MR. ROTHROPEROTH-ROFFY: I'm sorry, Alan. I
7 meant to have some opening remarks about our
8 investigation. We're investigating the fire on board
9 or the switchboard casualty that occurred on the
10 Columbia.

11 I work for the National Transportation Safety
12 Board and our investigation is a safety investigation.
13 We're not interested in determining culpability.

14 We're not looking at it from a legal or an
15 enforcement perspective. Strictly safety. Our desire
16 in our investigation is to determine the cause of the
17 accident, primarily. And secondarily,
18 Probably more important, is to make
19 recommendations to prevent similar accidents from
20 happening again.

21 So I'm sorry I neglected to say that in the
22 opening. Just to make sure that you understand it's
23 not a legal proceeding. Even though I'm taping it,
24 it's strictly to help me with the note-taking so that I
25 don't have to worry about writing down every word.

1 MR. COFFIN: Sure.

2 MR. ROTHROPEROTH-ROFFY: Again, it's not a
3 legal proceeding.

4 So, again, back to the questioning.

5 MR. COFFIN: One comment maybe possibly, Tom.

6 MR. ROTHROPEROTH-ROFFY: Sure.

7 MR. COFFIN: On the test memos. You know, we
8 take existing test memos and make sure they fit the
9 situation and then they are presented to the Highway
10 System prior to the test being performed.

11 So the Highway System has an opportunity and
12 a contractual obligation to look at those prior to
13 allowing us to proceed.

14 So that's the process.

15 BY MR. ROTHROPEROTH-ROFFY:

16 Q How did you -- I see you, again, your name
17 was on the test memos as the preparer of the test
18 memos.

19 Is that part of your responsibilities for
20 this project?

21 A Ultimately, it ended up being, yes.

22 Q Was that something you normally do?

23 A I have done some of the others, yes, along
24 with our Naval Architect. I'm not on there as a
25 preparer. My signature is on there proving our test

1 memo.

2 My signature is not on them as the preparer.

3 Q I'm sorry.

4 A My signature is on there as project manager
5 for Alaska Ship Dry Dock. That we believe those test
6 memos are ready to be submitted to the State for
7 approval for the process itself.

8 Q Okay, I'm very sorry. I see that is correct.

9 It says "test memo content reviewed and approved for
10 testing."

11 So who actually prepared the test memos?

12 A The test memos preparation, a combination of
13 myself, Altu Bazeron -- he's our Naval Architect with
14 us.

15 Q Altu Bazeron? That's his name?

16 A We'll stop with Altu Bazeron.

17 Q Okay, I want to make sure I get it right.

18 So it was kind of a joint effort to put them
19 together. And how did you determine which test memos
20 you needed and what was to be tested?

21 A Test memos, we have our own internal tests
22 that we run regardless of what's specified in the
23 contract. Specifically required test ~~medes~~memos to be
24 -- formal test memos to be submitted for prior
25 approval, for prior testing in certain ways.

1 In addition to that, in a meeting, joint
2 meeting, with the owner of the Alaska Marine Highway
3 System, it was determined that there were actually
4 three systems that would require full-blown and fully-
5 submitted tests in addition to the one that we normally
6 carry.

7 There is a section in the contract, 1D, that
8 does refer to test memos. But, that's where we...

9 Q Okay, so this section 1D is specified as
10 which tests are to be performed. Does it list all of
11 the tests together, or how does that work?

12 A No, it doesn't list an itemized list. It
13 talks about testing for the new devices that are put on
14 the vessel, which in this case we had the systems. The
15 new systems and devices were ones we were interested in
16 life-saving, the new rescue boat, means of rescue
17 platform, ~~That would be...~~ evacuation chutes.

18 Q In preparing the test memos or assisting with
19 the preparation of test memos, did you have to go
20 through the specification -- I think you called it TS,
21 technical specification -- do you go through that page
22 by page looking for test requirements in the
23 specification item?

24 Are they filled out separately so that you
25 can...?

1 A Yes, there are test requirements listed in
2 the technical specifications. And in some essence in
3 the general specifications for the broader types of
4 tests.

5 You know, in the general specifications, it
6 lists tests such as relative to being tested. The
7 technical specifications get down more to testing a
8 system or a major component that's installed in
9 addition to your standard message, whatever shipyard
10 will prepare.

11 I mean for putting the rudder... there is a
12 post-test possibly. Those types of tests are listed in
13 the general specifications and in section, essentially
14 it begins in 1A or 1B of the Technicals.

15 So there's three different locations of
16 contract documents that do with the testing.

17 Q Is that confusing for you, that the testing
18 is not consolidated and put in a single place? Or I
19 mean is that just fine? You're just used to looking in
20 three different places for test requirements?

21 A Well, we're used to it, comfortable with it,
22 the system, the way it is. The tests that aren't
23 specifically called out in the technical specifications
24 are standard tests that are performed, that we'll
25 perform on every vessel that comes through.

1 And they're the run-of-the-mill test that
2 you're going to do regardless of the basic tests.
3 Well, even mueggering, it could be in that category,
4 because it's a basic test that's done no matter what
5 you're working on.

6 Q Is there a test memo for that sort of test?

7 A Yes.

8 So, to me, anyway, the test procedure wasn't
9 confusing.

10 Q How many test memos were actually prepared
11 for this?

12 A Four. Four systems.

13 Q A total of four test memos.

14 A Of course, we have other inspections and
15 other tests that are done as far as a formal test memo,
16 it would be submitted to the owner prior to being able
17 to authorize the test.

18 Q Those other nonformal tests, how are they
19 tracked or documented?

20 A Those are done with in-house inspection
21 reports, which we will take upon ourselves to do that.
22 I will get the owner's representative to sign off on
23 those.

24 If it's something that requires a Coast Guard
25 individual to sign off, then we'll get the Coast

1 Guard's signature also. Of course, ABS, if ABS
2 is involved.. that's sort of standard, in-house the
3 tests on the...

4 Q Now, those tests, are they specified in the
5 TS? Specifications?

6 A Those are specified up in the beginning
7 portion of the technical specs where it talks about
8 quality of workmanship and quality materials, standard
9 tests to be performed.

10 The same section that talks about having some
11 owner's rep come and look at the tests or observe. It
12 might possibly just be an inspection, not a visible
13 test. But it's in the same section that discusses
14 that. And that we will provide step two of having
15 someone present to give you the nod to proceed.

16 Q Okay, I have a list of test memos here.
17 Those last category of tests, would they be in this
18 package? Or are these just the ones that are called
19 out as formal tests?

20 A Okay. This one here, this would be one of
21 our in-house. This is referring to a structural test
22 for the fast rescue boats.-- This is one of our in-
23 house tests that we do our sign-offs that don't require
24 a formal test memo.

25 It's just a structural. In this case, it's

1 Coast Guard signing off on the test. So there should
2 be a couple more of those same type of tests that
3 didn't require a full -- this is another one here --
4 structural test, rescue boat data visual operational
5 test. Witness for the verification of weights,
6 structural tests in both davits.

7 Q So you have an index of all of these in-house
8 type tests that were done and signed off?

9 A Yes, we should have all of those
10 consolidated.

11 Q I wonder if I could get a copy of that.

12 A And what we've included here are all of them
13 associated with the wiring or the life-saving systems
14 that were in question. This would be all of them we
15 have associated with those items.

16 The other ones we have are associated with...

17 Q I understand. So all the electrical tests I
18 should have here in this package.

19 A Yes.

20 Q Who is in charge of tracking completion of
21 tests? Do you have a dedicated person that performs
22 tests and inspections, or how does that work?

23 A Right now, the lead craft individual, the
24 person in charge of the craft, responsible for
25 verifying that the tests are completed, and then

1 project manager or his assistant will collect those
2 tests and move in format.. make sure they were taken
3 care of.

4 Q And then he would pass that to who? Do you
5 maintain some kind of data base or tracking to make
6 sure that the test memos are actually being done?

7 A No. We track those -- all of course are
8 submitted to the owner also, copies of everything,
9 whether it's a formal test memo or just one of our
10 individual tests.

11 So the owner has a heap of getting those
12 tests. So...

13 Q Okay, but it's like a master index, that you
14 prepare so many test memos and you've got to check them
15 off as they come back in to make sure that they all
16 come back. You have some process to do that.

17 A Well, on this project, I can't answer that
18 100 percent. We have a ledger that's kept of test
19 memos. The memos that were done prior to my
20 appropriation of the project are in the ships that we
21 are intending to hit the file on those tests, of the
22 informal tests.

23 The formal tests no one has ever kept
24 current. This project was a little bit different
25 because there was --two of us involved over a split

1 period of time.

2 So there's some duplication of efforts in
3 that sense. So, the ship superintendent had all the
4 additional test memos. The test memos came in to him.
5 He duplicated them, gave copies to myself.

6 But I don't -- I can't guarantee that we have
7 a ledger of every single memo on this particular job.
8 They're all... but they may not be all of...

9 Q The in-house test memos were prepared by the
10 crafts people? For example, the couple we looked at, I
11 mean who actually wrote that test memo?

12 A Well, the test memos are precanned. You
13 know, we've been through the situation in a lot of
14 them.. that we have a test memo format and we know the
15 items that need to be tested. I mean, it's just
16 standard procedure.

17 Q Right.

18 A So that form is taken by the lead craft
19 person. The lead craft person is responsible for
20 getting a signature from the owner and/or the Coast
21 Guard and submitting that test memo into us for filing.
22 And for submittal to the State.

23 Q So it's up to the lead craft to actually
24 generate the test report then? If for some reason he
25 didn't fill out a test memo, then the test probably

1 wouldn't be done? Because you don't have any master
2 index to check them off against.

3 After they're turned in, is there somebody
4 that goes through it and makes sure that the test memo
5 is actually completed satisfactorily?

6 Because I've noticed here in a couple of
7 instances, you know, the test memo was incomplete. You
8 know, there's not check marks where there should be
9 check marks?

10 A Yes. If you'll notice, the ones that didn't
11 have checkmarks by them, there is a follow-up
12 inspection report for a final sign-off stating that
13 everything has been accomplished, which the Coast Guard
14 will sign that off in that situation.

15 So, if we have an individual test memo that
16 has a lot of line items on it, the final sign-off
17 overrides, has higher precedence than the test memo of
18 what the individual item is.

19 At ~~that times~~ when they're out to sea or
20 whatever, we may not get a check from the
21 representative at the same point in time that the test
22 is done because the individual is busy monitoring the
23 test himself, reporting like the Coast and/or the
24 owner.

25 You know, and they may be video-taping. They

1 may be taking camera shots. They may be instructing
2 crew, different things. So at that instant we may not
3 get a sign-off.

4 So that's why we'll follow up. And there
5 should be copies in here.

6 Q Okay. What I'm looking at here is test memo
7 three. It is the life saving public space renovation
8 project, fast rescue boat operational verification
9 test.

10 And the description of the test is on page
11 two. And then there's some checkmarks here on page
12 three. Most of them are checked.

13 There's a couple of blanks.

14 Then, going over to page five, there's actual
15 test results. Some of them are marked... some are left
16 blank, no initials and no date.

17 Now you're saying there's a follow-up sheet?

18 A Okay. This sheet right here, this is
19 signature that they've all been completed. So, even
20 though they may not have a mark down here, this does
21 not get signed until afterwards --

22 Q Okay.

23 A -- stating this signifies that all of these
24 tests have been completed. Again, during portions of
25 the test, the individual may get busy and may not have

1 actually checked this box.

2 That's the reason for having the full sign-
3 off when he's present but not physically able to sign
4 off.

5 This does not get signed off until the Coast
6 Guard and the Highway System signed off on this one.

7 Q I see there's a block here for SDs. Is that
8 for the person that conducted the test and is supposed
9 to sign off? Or is that for somebody else?

10 A Generally, the person that conducted the test
11 would sign off on that.

12 Q And that's also blank.

13 A Uh-huh. We may be a little bit lax there
14 but, in our case, that's where the one generating the
15 memo. But what's important to us is that the owner and
16 the Coast Guard have signed on it.

17 Q Sure. They're satisfied with it. They've
18 signed their name to it.

19 A Obviously, the test is done, and one of us
20 did the test, or the test wouldn't have signatures on
21 it.

22 Q Okay. I understand how that works now.

23 Regarding the work that was done inside the
24 main switchboard, there were some new breakers
25 installed in one of the sections and all sorts of new

1 cables pulled into there.

2 How is that job supervised? You know, at
3 what levels did that work, was it supervised? If you
4 could just explain, you know, generally, how.

5 A To be specific, there was one breaker -- not
6 breakers, to my knowledge. There was an existing 200
7 amp system on board the vessel with one cable suitable
8 for 200 amp service.

9 We pulled the second cable so we could have
10 the 200 amp service installed. We replaced a 200 amp
11 breaker with a 400 amp breaker. That was basically our
12 work on the project.

13 One specific location. As far as inspection,
14 in-house again, the lead craft person monitors our own
15 operations in-house. Witnesses the final fit-up. The
16 Coast Guard will... when things are opened up.

17 The owner is there every day making their
18 own... and then we have two individuals that are with
19 the owner that are dedicated on site to doing nothing
20 but inspecting our work.

21 Thereby --

22 Q Do you remember those individuals' names?
23 Was that Paul Johnson?

24 A No. That would be Tim Pulasky.

25 Q Okay.

1 A Bill -- what's Bill's last name? He's
2 actually a chief on the vessel when it sails, but he
3 was an inspector on this one. Bill --

4 Q Akens? Roger Akens, was it?

5 A Roger Akens, yes. Bill was on the ~~top~~
6 ~~ere~~Taku. Sorry.

7 Q They all run together, I know.

8 A I'll hear this tape and I'll get stopped.

9 (Laughter.)

10 So they're present and inspecting. And, of
11 course, in addition, unofficial inspectors are the
12 ship's master and the ship's chief engineer, which are
13 on site continually.

14 They probably do a better job of -- not
15 better. Let's say -- I was going to say diligent, but
16 that's not the correct word either. But they are --

17 Q Closer, probably?

18 A They're closer. They tend to be a little bit
19 more diligent probably since they're unofficial. But
20 they tend to be around a lot more, just about
21 constantly, to the point where they can be the first
22 surveillance of our work.

23 So, ultimately, there's about five different
24 -- or six different people inspecting our work, that
25 being in-house, the orders people and the Coast Guard

1 or ABS...

2 Q Did you have a chance to look inside the main
3 switchboard when they had it open at any time?

4 A Yes.

5 Q did you notice anything in there that maybe
6 wasn't exactly right or, at any time, did you see
7 anything noteworthy?

8 And maybe if you could tell me at what point
9 you looked in there.

10 A Not being an electrician, a look for myself
11 is just to look at their quality of work. I know the
12 basics of what needs to be done.

13 You know, I looked in when the panel was
14 opened, prepared to be opened. The actual changeover
15 of the systems occurred after hours. At the time, the
16 whole ship had to be shut down. I wasn't present
17 during that actual operation...

18 Q And then how about the subsequent times that
19 they opened up the panels and running of the
20 switchboard? Did you have a chance to look at those?

21 A No.

22 Q And you do know they went into the main
23 switchboard on three separate occasions to do work
24 connected with the breaker and the cabling?

25 A Yes. If my understanding is correct, we put

1 the ship up on the 200 amp service temporarily and then
2 we went back and, once we got the other breaker,
3 everything back on line, we went back a second time...

4 They transferred the ship over to the ~~port~~400
5 amp service...

6 Q Okay, but there was some problem up on car
7 panel P2 where they damaged the cable and then they had
8 to pull the breaker out and put back in the 200 and
9 then repair that section of damaged cable.

10 I believe they had to cut it back and splice
11 it. Were you familiar with that work that was done
12 there?

13 A Not at all.

14 Q Who would have some information about that
15 beyond yourself or the foreman, electrical foreman?
16 Who would have been involved in that?

17 A The electrical foreman, the electrical
18 superintendent. The owner, obviously, would have had a
19 great interest in that.

20 Oh, three different individuals, plus the
21 owner, from the chief engineers to the inspector to the
22 resident engineer.

23 At the time that occurred, the ship
24 superintendent -- I can't really speak for Al -- I
25 think Al probably had firsthand knowledge about it.

1 Q Okay, so he was probably working with the
2 electrical foreman on that, at least maybe --

3 A I would hope so. I would suspect that the
4 operations manager also probably had firsthand
5 knowledge of that situation.

6 Q I had a chance to talk to the Coast Guard
7 inspector and I mentioned that splice to him and he was
8 a little bit surprised that it had happened. He wasn't
9 aware of it.

10 Who normally would have been responsible for
11 talking to the Coast Guard about that procedure?

12 Would you think that would require Coast
13 Guard approval or not to do that procedure, that
14 splicing?

15 A Well, the splicing that was done was a
16 preapproved process with the Coast Guard. Typical
17 splices are done when the project is preapproved. This
18 thing was put in the conjunction box.

19 Q So you didn't feel that the Coast Guard
20 needed to be told about that and get their concurrence
21 to put that splicing?

22 A I wouldn't say that. I wouldn't directly say
23 that, no.

24 (BEGIN TAPE 2:)

25 BY MR. ROTHROPEROTH-ROFFY:

1 Q Alan, is there anything that you can think
2 of, any electrical work that was done at ASD that might
3 have in some way contributed to the switchboard problem
4 they had and the fire and the short-circuit, whatever?

5 Is there anything that comes to your mind
6 related to any of the work you did here?

7 A No. Just the opposite. The work we did was
8 very good quality work, I'm sure, if you talked with
9 the Coast Guard and inspected it personally; even if
10 you didn't personally see that individual splice, I'm
11 sure he'll say that the work was excellent work.

12 We're known for doing work, we don't try to
13 hide things. We do a very good job. We're very open
14 about inspections, even though we try to not have
15 people come and inspect, we try to make it as little as
16 possible.

17 That's my feeling. And my feeling of the
18 work we did there, it's probably the best work that was
19 in that switchboard. Other people may have been in
20 that switchboard. I don't have firsthand knowledge of
21 that.

22 But I do know or have secondhand knowledge
23 that, you know, there may have been other people in
24 that switchboard outside of Steve.

25 The breaker we put in is the newest breaker

1 in the fleet. The wiring and the cabling that was in
2 was the newest cabling in the fleet.

3 High quality work. I'll stand by it 100
4 percent. In my eyes, you know, the work we did was
5 probably the last thing that went bad.

6 Q Okay, just to back up what you said about the
7 quality of work and the Coast Guard attesting to it, in
8 fact, he did say that it was some of the best work he'd
9 seen in his experience as a Marine inspector.

10 So I was glad to hear that. He was very
11 complimentary on the electrical work that was done on
12 the Columbia.

13 Now he did say the Taku was not as nice.
14 That, in his estimation, the Columbia's was very nicely
15 done.

16 A Well, just since you mentioned the Taku, I'd
17 like to put a little blip on what's on the tape. A lot
18 of the work that was done there was not work that we
19 did. We ended up following behind people and redoing
20 other people's work.

21 So, that's why it was inspected. It was
22 substandard; it was done from previous shipyards. We
23 came behind as a changeorder and fixed a lot of that
24 work that wasn't done quite as nicely in the past.

25 Q All right.

1 A I think, ultimately, when we finished with
2 the work, it was high-quality work.

3 Yeah, as far as the switchboard here, I'd say
4 if there was a spot for failure, one very localized
5 area where we worked with one breaker is probably the
6 last spot that would fail.

7 Q Can you tell me a little bit about the
8 breaker, the new 400 amp breaker? I understand that
9 was not a new breaker? That was -- do you know where
10 you got that breaker and in what condition it was?

11 A I don't know exactly where we bought it. We
12 bought it as a new breaker, purchased it as a new
13 breaker. That's my understanding, it was a new
14 breaker.

15 The contract specifies a new or -- a new
16 breaker of the type and capacity that's similar, or
17 whatever.

18 Now, what I learned after the fact is that
19 this breaker was out of service. They made this
20 breaker. It hadn't been operating for something like -
21 - I don't know how many years, thirteen years, I think
22 I heard.

23 Q Federal Pacific.

24 A Right. And that the breaker is available or
25 that what we bought may not have been the new breaker.

1 I don't know that firsthand.

2 We bought a new breaker. That's what we paid
3 for was a new breaker. That's about all I can say
4 about that. I don't have too much more knowledge on
5 that.

6 Q Yes, I was just kind of following up on one
7 of the other interviews that they mentioned it was
8 probably refurbished and that they maybe don't make
9 them any more.

10 Which I mean is fine as long as it's
11 warranted. I guess you got the full warrantee on it.

12 A Yes. Like I say, when we bought it, when we
13 purchased the breaker, we purchased a new breaker. It
14 was unbeknownst to us that this particular breaker is
15 not manufactured any more.

16 They're selling, I think the company that
17 sold us the breaker is selling, you know, they're
18 totally remanufacturing the breakers, which actually it
19 is not much to rebuild a breaker in all honesty.

20 Q Right.

21 A But, not just that company but other
22 companies are selling remanufactured breakers as new
23 because they're out of service and out of sight...

24 When we bought it, we were buying a new
25 breaker. There was nothing -- it came with a full

1 warrantee, the warrantee the same. It was outside of
2 our knowledge that it wasn't going to be received as a
3 new breaker.

4 Q There was a cable, a dead-ended cable, inside
5 the switchboard on the starboard section of that
6 switchboard.

7 Do you have any information about that? Do
8 you know about that cable that was found? When I
9 looked at it, it was just kind of loosely hanging
10 around the side, a dead-ended cable.

11 Do you know anything about that, any of the
12 details of how that got there?

13 A On the starboard side?

14 Q Correct, against one of the bulkheads there,
15 which would be the bulkhead.

16 A I don't know anything at all about it. We
17 pulled one new cable in. The only activity we have in
18 the engine room, the entire engine room, was pull in
19 one new cable, one... cable, putting a... breaker in.

20 We ran, put a new monitor in for a CCTV
21 camera. And we put a new monitor in to monitor the
22 panel for water intrusion...

23 There may have been other people working on
24 that panel also during this period.

25 Q Well, actually, one of your electrical people

1 said that that cable was connected to a blank panel and
2 was disconnected by ASD and they used the connectors
3 from that blank panel on the new cable.

4 And then they just basically tied up the
5 cable that was disconnected with some tie wraps.

6 I just wondered if you had known that they
7 had done that.

8 A No.

9 Q Because, you know, at first, some of the
10 inspectors were looking at this cable and saying, whoa,
11 look at that. I mean that's just kind of hanging
12 there, bare copper on it.

13 But I think, you know, that really the
14 evidence didn't show much for that cable as being part
15 of the accident. To me, it was very strange to see a
16 dead-ended cable hanging inside of a switchboard near
17 the...

18 A Yes, I know. Myself, I don't know what it
19 had come from or what it would have been, certainly,
20 because...

21 Q It was a piece of equipment I guess that was
22 pulled out sometime ago, air conditioning compressor.
23 they made some modifications on a number of units and
24 there was just something they didn't need any more.

25 But they left the cables in there connected

1 to the -- I don't know what they call it -- the back
2 plate of the breaker. Where the breaker would plug in
3 on the back side of that, the cables, the load side,
4 ties in. And they were connected.

5 Then it was decided to disconnect that and to
6 use those connecting connectors on the new cable
7 because they couldn't find them.

8 So that sort of thing is really -- it's not
9 extraordinary but maybe should have been looked at by
10 somebody. I don't know -- beyond the --

11 A Yes. I'm really somewhat surprised that the
12 State would bring that up though. That is, I'm sure
13 they --

14 Q That's true. That's their responsibility,
15 too, to get this done.

16 Again, I'm not trying to determine
17 culpability or anything. I'm just trying to figure
18 out--

19 A Well, I wasn't aware of that situation.

20 Q Maybe you can tell me just kind of background
21 information about your safety program. You know, the
22 type training you have, the frequency of your training,
23 and who manages the safety programs for ASD.

24 A ASD has for safety we have in-house safety.
25 We have meetings once a week with the group. They're

1 split over two different days because the meeting
2 location is hard to get everybody in at one time.

3 So it meets on two different days once a week
4 for formal meetings -- sign-offs, what the top of the
5 day is, formal instruction, dates and... whatever, so
6 whatever is required.

7 And those are two meetings a week.

8 In-house we have a ...shipper of rights and
9 will sit down with the crew, have a safety meeting,
10 getting them off right off the bat.

11 We encourage anybody and everything whether
12 it's the ship's crew inspectors, whether it's the
13 state, anybody and everybody, to come to us if they see
14 anything at all, whether it's real or perceived, if
15 it's about safety.

16 And we go out of our way to solicit unsafe
17 conditions. Make a determination. We have actually
18 been commended by several different owners, asked to
19 see the records.

20 I mentioned that we solicit comments from
21 individuals, whether it's inspectors or engineers or
22 owners' reps. It's very, very seldom that we have
23 anybody come back.

24 Matter of fact, since I've been here, which
25 is just over two years, there may be one situation

1 where an owner's representative -- official
2 representative or unofficial representative -- came and
3 talked to me about a situation.

4 I can't recall a specific one. But there may
5 be in two years there's probably one.

6 Q So -- I'm sorry, Alan -- you've been working
7 at the ASD for how long?

8 A Just over two years.

9 Q And do you have a safety program, policy or
10 something, that's kind of written out with what the
11 rules are? I don't know what you would call --

12 A Yes, we have -- we have written safety
13 guidelines, rules, policy manual. Again, when the
14 owner shows up, we have a couple of pages of safety
15 items that we hand out at a ship rival meeting there
16 that goes out, whether it's formal contracting, formal
17 contract.

18 But, it's in-house. It's not just our
19 individuals. You know, it's the ships' crews and
20 subcontractors that are aware of the same program.

21 Again, we press everybody, whether it's ships
22 and contractors, whatever, if they see something, to
23 talk to us. We do have written guidelines. Those are
24 updated continually.

25 Q Who's responsible for managing the safety

1 program at ASD?

2 A Dave Martin is our safety inspector more
3 directly. And Dave works with Troy Isap and Mike
4 Cosner.

5 Q Okay, now this is actually a separate
6 company?

7 A Yes.

8 Q And they have some relationship that they
9 provide safety -- I don't know. What would you call
10 it?

11 A Well, they provide safety services and
12 consulting, I guess would be one way to say it, for
13 craftsmanship and drydock. So they're actually pretty
14 well-versed in the safety field. They specialize in
15 the safety field.

16 Q And do they also do accident and incident
17 investigations for ASD?

18 A Yes.

19 Q Any type accident that happens, they maintain
20 some kind of file of all of their work that they did?

21 A Yes, that's the policy.

22 Q What were their findings on that incident
23 that occurred in that power panel P2? Do you happen to
24 know about that and what came out of that in terms of
25 lessons learned?

1 A Well, I believe -- I never did see the
2 situation firsthand, so everything I've got is
3 secondhand to start with.

4 Q Sure.

5 A But, the situation there was... my
6 understanding is that there was a cable coming out of
7 the top of a panel that had-- I'm not really sure what.
8 All I know is the guy grabbed the bulk cable at the
9 top end. He pulled on it. That's all I know as far as
10 causing this.

11 Q Obviously, it was live when he was pulling on
12 it, somehow.

13 Did he have to go to the hospital for
14 treatment on that particular incident, do you recall?
15 Or do you know?

16 A Well, we took him to the hospital for a
17 checkup. I wouldn't say he had to go to the hospital
18 for treatment. But, we as a matter of course --

19 Q Sure, just for safety. Sure.

20 A We don't take any chances when something
21 happens, whether it's necessary or not.

22 Q Was anything done on that in terms of lessons
23 learned to your electricians with the feedback, you
24 know, what happened and what maybe should have
25 happened?

1 A David Johnson was the foreman there. And he
2 had immediately sat down with the crew and discussed
3 with the crew what happened, lessons learned, what we
4 don't do to start with, and what we don't do next time.

5 That happened -- I forget the...

6 MR. ROTHROPEROTH-ROFFY: I think I'm out of
7 questions. I may have some follow-up questions.

8 Is it okay if I could just talk to you
9 informally at any time, or maybe call you? I don't
10 know. But, you've been very helpful on the information
11 you've given me and I appreciate you taking the time to
12 sit down.

13 This concludes the interview with Mr. Alan
14 Coffin, and the time is about five minutes to 5.

15 (Whereupon, at 4:55 pm., the interview
16 concluded.)

17